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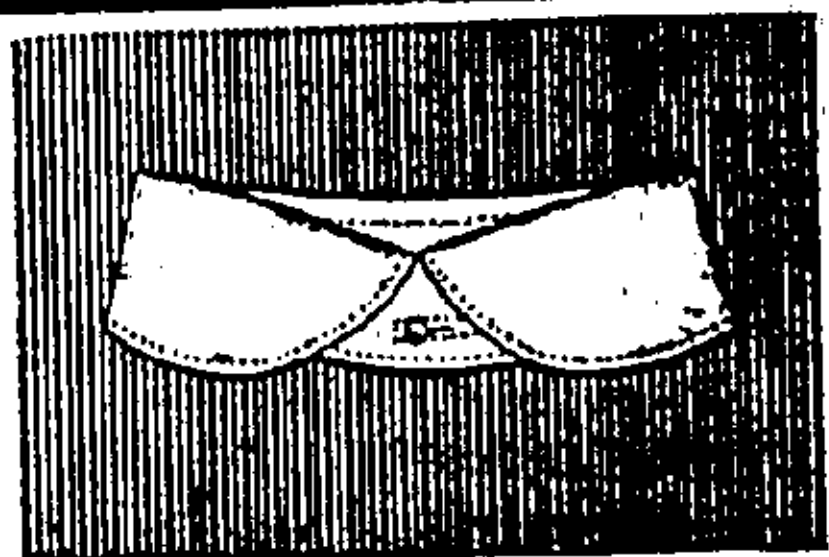
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THE CORONET

June 21st & 22nd, 1919.

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JAPANESE COMPETITION. LEGITIMATE, ILLEGITIMATE, AND POLITICO-ECONOMIC.

Sir Auckland (Jeddo) announced in the House of Commons on May 21st that a question under consideration was a mission to investigate Far Eastern markets for cotton piece-goods. Japanese competition, he added, was one of the problems with which any such mission would deal. About the middle of the month private advice was received in Shanghai to the effect that the mission had been decided on and would leave England in the early autumn. This news, combined with the publication of the Peace terms disclosing the immediate future of Shantung and Tsingtao, has very naturally made the subject of Japanese competition one of the leading topics of the past month. It is obviously a subject with which the mission referred to will have to deal comprehensively, for it is a many-sided one. There is Japanese competition in its legitimate form, represented by Japanese infringement of trade-marks.

And there is Japanese competition in its politico-economic form, as represented by her policy in Manchuria and Tsingtao. So much that is at once unfair and unsound finds expression in print about this question that a definition (of the attitude of British merchants in the Far East to the Japanese question) is desirable especially at a time like this when everywhere an attempt is being made to give basic principles and facts their relative importance. Let it be said, therefore, simply and sincerely, that on the score of Japanese competition of the legitimate kind British merchants entertain neither fear nor animosity. Naturally they do not like it because it spells decreased profits and harder work. But they do not fear it because, when fairly played, they have yet never been beaten at the game of commerce. Nor do they entertain any feeling of hostility, because animosity towards a competitor merely because he is a competitor is not part of the national psychology. Had it been British soldiers too would have had a hymn of hate, whereas the armies marched to battle in sentimental, but entirely good-humoured, doggerel. The statistics of increasing Japanese trade are published, accordingly, as a group of facts requiring the serious consideration of our very best brains and as an indication that as commercial rivals the Japanese have got to be taken far more seriously than they have been hitherto.

Ten years ago, the *Manchester Guardian* for example, was more than sceptical about their potentialities and even to-day there is a tendency in some quarters to underestimate them. The tendency arises partly from the very obvious inferiority of Japanese workmanship in certain lines, partly from the knowledge that Japan's modern, like much of her ancient, civilization, is in the main imitative and therefore lacking in one of the essentials of industrial success. Of the two handicaps the latter is the more permanent and, therefore, from a competitor's standpoint, the more reassuring, for to the extent to which the Japanese are dependent upon other people's ideas they must always be behindhand in applying them. Granted, however, that the fact constitutes a safeguard, it may be suggested that it is one on which too much reliance can be placed, one, in fact, which the very inventiveness of the West is itself continually weakening. For ideas are becoming more and more rapidly communicable and as a result genius in the forms of inspiration must necessarily approximate in value to genius in that of taking pains. Nobody will deny the Japanese the latter capacity. They are probably the most painstaking people who display this quality in legitimate competition. British merchants make no complaint. On the contrary, they admire them for it. It is when the capacity of taking pains ignores generally accepted standards of fair dealing that they become critical. Wilful infringement of trade marks, unreliability of their own subjects in spheres in which everybody is supposed to have an equal chance, these are the faults which, when they meet them, British merchants find difficult to forgive. And unfortunately they meet them often. Trade marks are being infringed right and left; contracts are broken and in Dalay, where the door to Manchuria is supposed to be open, it is open to Japanese only. That is the reason why the future of Tsingtao is being so much canvassed. No Briton ignores, or is ungrateful for, the help given to his country by Japan in the war. On the contrary, his realization of all that Japanese assistance meant is exceedingly vivid. But this cannot possibly erase other experiences. Indeed, it seems rather to set them in relief and to make all the harder to understand how in one capacity Japan can act with good faith and in others fail to do so. And, as a consequence, in questions like that of Tsingtao, it leads to a request for performance rather than promises.

Japan is pledged to the hill not only to return Tsingtao to China but to do so in a manner which will give all merchants who wish to trade there an equal chance. Yet Japanese newspapers in Tsingtao are claiming for a Japanese concession not merely all that the Germans held but more; while the only terms on which the Japanese Government has published its readiness to return the port to China are such as will make equal enjoyment of trading facilities impossible. It may be that Japan intends to modify these terms. In the article just referred to certain modifications are suggested, the most important being readiness on her part to let the Chinese Maritime Customs function in Tsingtao as they

(Continued at foot of next column.)

RULES FOR CIVIL AVIATION. SAFETY FIRST.

"Safety first" is the motto of the Air Ministry in relation to civil flying. "One cannot afford to make mistakes in the air as on the ground or even at sea," remarked General Sir F. H. Sykes, Controller-General of Civil Aviation, speaking at the Criterion Restaurant, "and a series of unlucky accidents which might be caused by lack of forethought and precaution might well cause a set-back to the whole art and industry."

In pursuit of safety a series of tests of both men and machines will be insisted upon. They include:

Pilots, navigators, or engineers in the air must pass a medical test. Physical, mental and temperamental suitability are regarded as important, and have been made the subject of special medical research.

Any person wishing to fly aircraft carrying other passengers or goods for hire must obtain a certificate qualifying him to do so and a license.

Every aircraft must be registered, and will be assigned a registration and nationality mark.

Machines will be certified for a definite load; in the air no overloading or "strapping" will be allowed.

Each machine will carry three log books—one for the machine, one for the engine, and one for the journey.

All passenger aircraft will be periodically inspected, overhauled and certified as airworthy.

The sporting man who is anxious to fly his own machine will acquire to be licensed, but there will not be the same restrictions upon him as upon the man piloting for hire and reward.

One important regulation forbids anything but ballast water or fine sand to be dropped from aircraft.

An obvious point which has not been lost sight of, said General Sykes, "is the danger of certain undesirable gentlemen from overseas being literally dropped from the clouds in this country, and the police and other authorities knowing nothing of their advent. The provisions of the Aliens' Restrictions Order or the Defence of the Realm Regulations are applicable to persons arriving here by air equally with those arriving by sea, except that the place of 'approved ports' is taken by that of 'appointed aerodromes'."

TO PREVENT SMUGGLING.
Our Customs friends have been very worried over the question of smuggling, and it certainly is a very difficult one. For outgoing and incoming aircraft certain "appointed aerodromes" have been allocated.

During Easter, he mentioned, 972 passengers were carried. After General Seely had announced that civil flying would be permitted during the holidays, applications were received from all quarters, but on investigation by competent officers many of the places proposed as aerodromes were found unsuitable, some of the pilots applying for licences had been "tamed down" by the R.A.F. as unfit for pilot or observer, while some machines were either obsolete or had not passed their experimental stage.

LORD MORRIS ON BOLSHEVISM.

Lord Morris, the Premier of Newfoundland, visited Walthamstow, recently, to deliver an address in aid of the funds of St. Patrick's Church Club. Previous to the meeting he was received by the district councillors at the Town Hall. In thanking them for his reception, he said Bolshevism was abroad throughout the world, and it was seen in its worst form in Russia, and, let them make no mistake about it, they had it in Great Britain in different forms and in different places. They saw the spirit of revolt in their divorce courts, where the cases of which they read in the papers showed that there was a want of consideration for others. A man married a girl who was the idol of her parents, and in a few months went off to his club, and why should they be surprised if the girl went off with her admirer? The best club for any man was his home, however humble it was. They could not go to any theatre or read any book without having their susceptibilities offended. It was the duty of the members of the council to spread right ideals of education.

function here, that is to say, with an international staff controlled in practice as well as in theory by the Inspector-General. Viewed in the light of promises and of all her expressions of good faith the suggestion is at once moderate and logical and it is greatly to be hoped that in her own interests, as well as in those which she is pledged to safeguard, Japan will decide to adopt it.

It may not be out of place to add, as much for the benefit of Japanese as of British readers, that in connection with this question the following paragraph appeared in a recent issue of the *Bulletin*, the mouth-piece of the Federation of British Industries, one of the most powerful organizations in Great Britain.

It is desired to draw the earnest attention of members to the statement which appeared under the above heading in the *Manchester Guardian* of April 2nd (Page 4). In this statement it is clearly demonstrated that, should Japan succeed at the Peace Conference in establishing her claim to an exclusive concession at Tsingtao and to a privileged position in regard to the railways, mines and other development throughout the Province of Shantung, a vital blow will have been struck at the prosperity of the two ports, Shanghai and Tientsin, and the whole future position of British trade in China will receive a serious set-back.—*British Chamber of Commerce Journal, Shanghai.*

CANADIAN PACIFIC'S RECORD. SOME SALIENT FACTS.

In an informative and eloquent address to the shareholders of the Canadian Pacific Railway at Montreal, last month, President E. W. Beatty said in part:

"The results of the year's operations were, on the whole, and under the conditions which existed, satisfactory, notwithstanding the shrinkage in the net earnings of \$12,043,600, due to the extraordinary increase in wage scales and cost of materials of all descriptions. Over 77 per cent. of the total increase in operating expenses was due to increases in wages alone."

After four years of war, and the existence of times of the most severe climatic conditions, I am happy to say that the physical condition of your property is excellent and it will not require more than usual maintenance expenditures to ensure its usual efficiency."

Your directors are of the opinion that a reasonable amount of additional branch line construction should be gone on with as soon as conditions warrant, and the necessary statutory authority obtained. Resolutions will be submitted for your approval for the construction of the lines which are most urgently required. In this connection I should point out that in the matter of railway construction the country is faced with a condition quite unprecedented in the recent history of Canada, in that the National Railways and your company are the only large companies with resources sufficient to enable them to provide additional railway facilities to any substantial extent. Serious and continuing blunders in our railway policy have resulted in the Government being required to assume the ownership at present of 11,400 miles of railway, with the prospect of the acquisition of an additional 6,400 miles. When this acquisition has been accomplished the principal competing systems in Canada will be your company and the Canadian National Railways. I have no apprehension as to the ability of your company, with its splendid facilities and equipment, and loyal and efficient officers and men, to obtain a fair share of the traffic and to handle it expeditiously and well. I have no fear of Government ownership, but Government ownership has some apparent fear of private competition under equal conditions. It has recently been found necessary to give the National Railways privileges in the matter of construction of railways not enjoyed by private companies and to exempt them from complying in other respects with the existing laws respecting railways. I sincerely trust that this policy of making one law for the National Railways and one for the Canadian Pacific and other private enterprises will neither be continued nor extended, because nothing would, in my opinion, be calculated to destroy confidence in Canadian Railway enterprise more than a policy which would confer exclusive and peculiar rights on the National Railways designed to make the competitive conditions unequal."

PUBLIC OWNERSHIP PROBLEM.
Different views may conceivably be held as to the public ownership and operation of railways. My own views are sufficiently well known not to require repetition, but the fact is public ownership is already here and experience only will show whether the difficulties I have mentioned in securing efficient and non-essential administration can be overcome, and the country receive an adequate service at a minimum of loss.

"I am satisfied the Government recognize these difficulties and that a sincere and determined effort will be made to meet the situation. It would mean, however, to be obviously wise that the assumption of further obligations should at least be deferred until the practicability of Government administration, or administration under the aegis of the Government (which is quite inseparable from Government ownership) has been demonstrated. In the end the burden of the enterprises must be borne by the people and the people are entitled to know whether the methods of administration are such as warrant their approval of the continuance of extension of them in the interests of Canada."

TRIBUTES TO LORD SHAUGHNESSY.
In conclusion President Beatty paid a glowing tribute to his predecessor, Lord Shaughnessy.

Resolutions passed by the C.P.R. shareholders, introduced by Mr. Huntley R. Drummond, contained the following: "That Lord Shaughnessy's financial skill and executive ability, an immense transportation system has been built up and consolidated with such efficiency and economy that the Canadian people have enjoyed efficient service at moderate rates, have seen their resources developed beyond all expectation and have been encouraged during normal years by a steady flow of immigration, while the financial returns of the company itself have amply justified the confidence placed by investors in Canadian industry and management."

It is particularly gratifying to the shareholders that under Lord Shaughnessy's presidency the Canadian Pacific Railway Company should not only have rendered such signal service to the cause of the Allies during the recent great war, but should also have maintained its efficiency and financial standing in the face of the difficult conditions created by the war. The shareholders consider it due largely to his far-sighted policy that under such circumstances the Canadian Pacific Railway Company should not only have required no assistance from the Canadian Government, but should actually from its reserves have been able to provide substantial aid to that Government in maintaining the high standard of Canadian credit."

(Continued at foot of next column.)

CRICKET PROSPECTS. SURREY AS FAVOURITES FOR CHAMPIONSHIP.

Dealing in a home paper with the prospects of county eleven, P. F. Warner writes:

Surrey, the champion county of 1914, will be captained by C. T. A. Wilkinson, a most capable leader, and a free and attractive batsman; and the other amateurs who will appear from time to time are P. G. H. Fender, D. J. Knight, and E. C. Kirk. Fender was unlucky enough to break his leg while playing football some six months ago, and he will not be able to play for some little time. When he recovers he should be a great figure in the eleven. He is a most admirable bowler of the leg-break googly type, but the difficulty of his bowling lies more in the flight of his deliveries than in any work he may impart to the ball.

AS ALL-ENGLAND CANDIDATE.
Fender bowls with a short run and an easy action, and delivers the ball from a good height. A beautiful field in the slips, and a daring and powerful hitter, were it necessary to choose an eleven to represent England this season, he would be one of the strongest candidates for a place. D. J. Knight is another young player of England class, but he was very last autumn and winter, suffering from the effects of gas poisoning. Should his health be good much will be expected of him, but he will not be available until after the University match. E. C. Kirk bowled with considerable success in the charity matches at Lord's and the Oval last summer, and a bowler of his type, who comes quickly off the ground, is always useful on an Oval wicket.

Of the professionals, Hobbs, appeared as great a batsman as ever on the two or three occasions I saw him play last year, and Sandham, one of the younger generation, should get runs. Hitch was invalided out of the Army, and it is said that he will never again bowl fast, but he is a superb fielder and so useful a hitter that he should be worth his place in the XI. He may be of distinct value as a googly bowler, for I have seen him attempt this style at practice with some success. Surrey need a slow bowler, but in spite of this handicap, I fancy them strongly for the championship. In addition to the county matches, Gentlemen v. Players will be played at the Oval on July 3rd, 4th, and 5th, and on July 17th, 18th, and 19th, Surrey and Middlesex will play a "friendly" for a war charity; the match, of course, not counting in the championship.

One familiar face will be missing at the Oval this summer—Tom Hayward, who has retired from the game. What a great player he was! England never had a better No. 1—so sound and so cool. His bat appeared to the bowler almost illegally broad.

He was a model for a young player, and no one has ever played fast bowling better than he did. In making his defensive strokes he always appeared to have heaps of time to spare.

In the Gentlemen v. Players match at Lord's in 1906, when the great majority of the professional batsmen were falling like ninepins before the terrific onslaught of N. A. Knox and W. Brearley, Tom Hayward was getting every ball in the middle of the bat, and playing these very fast bowlers, with apparent ease. In the end he was run out, and the Gentlemen won by some 40 odd runs.

MIDDLESEX PROSPECTS.
A good comrade as well as a mighty cricketer his name will go down to cricket history as one of the finest and most reliable of batsmen. Middlesex will, as usual, rely very largely on amateurs, backed up by J. W. Hearne, Hendren, Murrell, and Lee. F. T. Mann has been appointed vice-captain, and, in spite of being severely wounded three times, declares that he is "ready to field in the country at both ends."

N. Haig, a cricketer of the right type, should do well, and we are hoping much of G. T. S. Stevens, the captain of University College School, a young cricketer of high all-round promise, but at the moment a better bowler, I am inclined to think, than batsman.

S. M. Haslip, of the Rugby Eleven of 1913-14, is another young cricketer who will be tried. He can bat, bowl, and most certainly field. Our policy will be to, like Kipling's soldier, "catch 'em young."

After 24 years' service I am myself something of a "has been," but, under pressure, I am tempted to put my fortunes to the test once again, and I hope to play in some of the matches at Lord's.

An innings that I played lately in the desert in Egypt leads me to think—probably very unwisely—that I might, with a bit of luck, make a few runs occasionally, especially as the admirable and most excellent sergeant-major who was umpiring assured me that he had not seen so straight a blade as mine in all Egypt—nay, not between Dan and Beersheba!

The amateurs available, besides those I have already mentioned, are E. L. Kidd, S. H. Saville, the Hon. R. Anson, M. H. C. Doll, and I hope, G. E. V. Crutchley, and, as always, we shall play our cricket in a keen, energetic, and happy spirit. No one ever saw a Middlesex eleven bared and listless in the field.

"The shareholders deeply appreciate and honour the spirit of self-sacrifice with which Lord Shaughnessy maintained the arduous duties of the presidency during the anxious years of the war in spite of physical disabilities. They rejoice that these disabilities have been ameliorated, and that with renewed vision he can once more enjoy the beauties of that which the Canadian Pacific Railway has made accessible to the world."

responsibility.

RHEUMATISM, LUMBAGO & SCIATICA.

Rheumatism, Lumbago, and Sciatica are three of the most common and most painful complaints and practically arise from the same cause and the names only distinguish the location of the disease. If the arms and legs are affected it is called Rheumatism; if in the Loins, Lumbago; and in the hip, Sciatica. The attacks are generally brought on by chills when the body is overheated, or by exposure to damp or cold draughts, which act, not upon the bones or muscles but upon the Uric Acid in the Blood, which is the cause of the disease. The failure of the Liver and Kidneys to filter and absorb this Acid leads to an accumulation in the system, tends to clog the circulation, and harden the tissues forming the blood vessels. Thus every movement of the affected parts causes you intense agony. The pains are affected more or less by cold or heat. A damp day will double you up, or the warmth of the bed will intensify the pain. Rheumatism is generally regarded as one of the most difficult ailments to cure, and invariably medicines are tried simply with the hope of temporary relief. DR. MORSE'S INDIAN ROOT PILLS have been wonderfully successful not merely affording a cessation of the pain, but by driving the poison out of the blood and restoring the joints to their original suppleness. They get at the cause as no other remedy does. They get at the foundation of the complaint which is the blood and a trial will abundantly prove the wonderful efficacy of this remedy.

They are a perfect Blood Purifier and a positive and permanent cure for Rheumatism, Lumbago, Sciatica, Headache, Stomach, Liver, and Kidney Troubles, Piles, Hemorrhoids, Boils, and Eruptions, and for Female Ailments.

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THE CADDIE AS HUMORIST.

(BY THORNTON HALL.)

As a student of human nature in its varied moods, and especially in its least guarded moments, the golf caddie has opportunities which fall to few; and those who know him best secretly know which to marvel at most, the keenness of his perception or the force, graphic way in which he gives expression to it.

This is more particularly true of the caddie north of the Tweed, who is not only a shrewd student of men, but an unconscious humorist of a very refreshing type. Ask him to describe any one of his patrons, and he will sketch him for you to the life in a sentence as clever as it is often unflattering.

When a golfer wished to identify one of the St. Andrews links a gentleman who was well known to him, he asked him to describe what number of looking man Captain Black was. "Oh, well," came the answer like a flash, "he's just a bull-necked, hog-backed, bumpy-legged chief, and shapes fine for a golfer." Not a complimentary picture, it is true; but was ever portrait sketched in words with more force and vigor?

NO CAMOUFLAGE.

No one has a loftier contempt than the caddie for the man who sails under false colours, as the following stories prove. When a golfer asked his club carrier who a certain player was, he replied in accents of scorn, "I don't rightly ken the man's name, but he's a major or something, at least he's not a real major, but he married a major's widow and took the title."

Another caddie was standing at the first tee, holding a gorgeous tartan bag filled with new clubs. "That's a grand bag you have there, Jimmie," said a golfer to him. "What have we here to-day?" The caddie, the Maggister, or the Macintosh? "Na, na," answered Jimmie with a snuff-closet of contempt. "It's just simply Mr. Morse's bag."

As a critic of morals, too, the Scots caddie has his own views as decided, if not as wise, as those of any minister of the Kirk. A caddie (the story is told by Mr. Horace Hutchinson) once testified to his master's merits in these terms: "He's a fine free-spoken gentleman, but while blasphemous," and, in answer to the remark in the mouth of this particular critic (transgressed so flagrantly the spirit of the proverb about a golfer's house and the throwing of stones, a further question was put with the view of eliciting the caddie's views upon the moral heinousness of profane swearing. "Swearing," said he, "on my oath, it's awfully wicked; but," he continued—suddenly abandoning the position of the stern moralist for a more aesthetic standpoint of criticism—"but it's a grand set-off to the conversation."

But there is a time for "swearing" as for most other things, and it is well to keep strong language in check when it interferes with the game. This at least was the opinion of a caddie whose employer had been making the air quite sulphurous with his language with disastrous effects on his play. "Man, major," said the censor at last, unable to suppress his protest any longer, "if you want keep your tongue off the ball and your c'en on it, you would play better."

This, however, was not the view of another caddie who was accompanying a young divine on one of his first rounds of the links. As each teed off, the cleric set his teeth more grimly, and grew more purple in the face, until at last his companion, could stand it no longer. "Out with it, man!" he exclaimed, in a tone half of command, half of entreaty; "out with it, swear, for you'll never learn to play golf if you do!"

A similar story is told of a Scottish minister, whose ball found its way with exasperating persistence from one bunker into another, with results that began to threaten an apoplectic seizure. Not a word, however, escaped his tightly-set lips until in despair he at last exclaimed, "It's no gude, Donald! I'll have to give it up." "Give what up?" queried Donald. "The kick or the golf?" "Eh, man, ye maun think of desertin' the golf!"

Very different was the counsel given by another caddie to a novice who had missed the ball with every one of his clubs. Turning in despair to the boy, he asked, "What would you advise me to take next?" "Take next?" was the puzzled answer. "I'm thinking ye'd better tak' the next train home," And he did.

The last charge that can be brought against the average Scots caddie is that of flattery. Not only is he no respecter of persons—he will speak his mind as frankly to a marquis as to a major—but his candour often takes the most ludicrous forms, as in the case of the one who was asked by his employer what he thought of another golfer's game. "Ca him a golfer?" was the scornful reply. "He canna play a dum—why, he's no muckle better than yersel!" Or that other caddie to whom the golfer, after a good stroke, turned for a word of congratulation. "That was a good one, Jock!" he said with pride. "Ah," said Jock, "it's the first shot ye've struck at a' these three days!"

Better still, perhaps, is the story of the stranger to the links, who, after describing his excellences to this caddie, enquired about the form of Colonel —, with whom he was fixed up to play a match. "The Colonel's a vera bad, sir, shuckin' bad," was the answer; "he canna play at a'!" "Ah!" said the stranger, delighted to hear such a report of his adversary, "then I'm sure to beat him, what?" "Na, na," answered the boy, "I'm thinkin' ye'll no' beat the Colonel!"

DISCONCERTING.

Equally disconcerting was the answer given by another of the clan. His master had been playing simply disgracefully, and partly by way of apology, partly hoping for a word of encouragement, he turned to his caddie and said, "I'm playing abominably. Did you ever see a worse player?" The boy remained silent, with a far-away look, and absorbed in thought. "Have you ever known a worse player?" the question was repeated, when at last the answer came, "I'm just thinkin', sir."

(Continued at foot of next column.)

"THE DOWNPOUR"

A COMEDY OF THE PRESS BUREAU.

Now that the Press Bureau is in article, with no mourners round its couch, the story, hitherto unwritten, of one of its characteristic freaks of censorship may be of interest.

The fun began with the publication of an advertisement in the *Sunday Times* of July 28th last, which commenced as follows:

A DOWNPOUR:

Rain, Rain, Rain, Rain, Rain, Rain! Rain the rain it rained every day from Sunday morn to Saturday night—with just a glimmer of sunshine flicked in here and there to show there's no ill-feeling—allegation holders all happy with fine crops of carrots, onions, cabbages and peas, but L.G.O. drivers hitching their capes up to their chins and the Specials wondering why in the name of St. Stephen and all that's holy they ever took the job on—and the farmers and our old pals the coppers on tenterhooks all the time, not knowing where they are going to fetch up—with an occasional blessing on the parsons for not minding their own business.

Four days later the following letter was received:

Official Press Bureau,
Whitehall, S.W. 1,
1st August, 1918.

On the front page of *The Sunday Times* of July 28th there appears an advertisement headed "A Downpour," which constitutes a serious breach of the instructions issued to the Press in regard to weather reports. We shall be glad to receive an explanation of how you came to publish this advertisement.

The Editor, *Sunday Times*.

To the Editor, *Sunday Times*:—
Is your letter to be taken as a rebuke? We cannot understand how the advertisement in question can be regarded as being an informative statement of the weather position, and therefore as a breach of the instructions on the subject. Perhaps you will lighten our darkness.

Mandarin's do not like to have fun poked at them, and the Bureau promptly replied, as follows:

Official Press Bureau,
Whitehall, S.W. 1,
3rd August, 1918.

In reply to your letter of yesterday, our letter of the 1st August was certainly intended to be taken seriously, and we do not understand your inquiry. An advertisement which states that it has been raining from Sunday morning till Saturday night, which is headed "A Downpour" in large letters, and which is followed by the word "Rain" repeated seven times, is as serious a breach of the instructions issued to the Press in regard to weather reports as can be imagined, and we still await your explanation.

The Editor, *Sunday Times*.—
It was impossible to argue seriously with such wooden-headed obscurantism, and the Editor, with past experience of the Bureau, decided to await the consequences implied in this portentous communication. Events justified him for the Bureau tamely submitted to be ignored.

POTSDAM AUCTION.

KAISER'S HORSES BOUGHT AS SOUVENIRS.

The ex-Kaiser's horses were recently sold by auction by order of the Scheidegeld Government at Potsdam.

The Potsdam stables, once the pride of the Kaiser, housed 900 horses. Some were retained by the Kaiser, but the rest were sold until they died.

Great crowds witnessed the sale. Among the public were two of the ex-Kaiser's sons, Joachim and Oskar, in uniform. On the first day sixty-seven horses were sold, including one of the ex-Kaiser's favorites, on which he had often inspected the Potsdam Guard. The veteran charger fetched £1,000.

Most of the horses were sold to private commercial concerns, but five, on which the ex-Kaiser had ridden during the war, were bought by Prussian noblemen as souvenirs. The money from the sale of the horses and the state carriages and harness will go into the State coffers.

On the second day of a golf match one of the competitors appeared in a new suit of a very startling pattern, but unfortunately his play was by no means as striking as his raiment. After missing several easy puts he turned to his caddie and exclaimed, "What on earth can be the matter with me? I played a good deal better yesterday." The boy thus appealed to put on an air of wisdom and delivered himself thus, "Ye sud never play golf in a pair of new breeks; for ye'll aye be lookin' at them when ye sud be lookin' at yer ba'."

Even a grave and revered "bulbie" has no terrors for the club-bearer, who is given to frankness, as this story is proof. A caddie had been sent to prison for drunkenness by a gentleman who had only recently been elevated to the bench, and when he was a free man again he was engaged to carry the clubs of the Justice who had sentenced him to durand. At a crucial point of the match the "bulbie" had a put of less than a foot to save his hole. He missed. "That was the caddie's opportunity," "Ah!" he said sadly, as the "bulbie" turned away in disgust, "there's mone a man been sent to jail for far less than that!"

MAZAC!

Equally amusing is the story of the too confident player who, having before him a hole of 300 yards, observed that it was "nearly a drive and a putt." Having missed his drive completely, his caddie turned to him, encouragement in his voice, and said, "Now, for a de'il of putt!" As also that of the caddie at St. Andrews who, after watching the English novice raise huge divots at every stroke, could restrain his indignation no longer, and exclaimed, "Foot, mon! Have mercy on hair auld Scotland!"
Glasgow Weekly Herald.

CUTICURA HEALS PIMPLES ON FACE

Chest and Arms. Irritated Awfully. Restless Nights.

"My face, chest, and arms were covered with small pimples that used to irritate awfully. They used to come to a head and discharge and I had restless nights. I could not keep my hands away from the pimples. Then I saw an advertisement for Cuticura Soap and Ointment, and I thought I would give them a trial. It was wonderful, as they ceased the pimples, and now my skin is lovely and clear after three years of torment. I am healed." (Signed) Mrs. E. Munn, 97, James St., Sheerness-on-Sea, Eng.

Why not use these fragrant, super-creamy emollients for every-day toilet and nursery purposes and prevent these distressing skin troubles.

Soap to cleanse. Ointment to heal. British Depot: F. Newberry & Sons, 27, Cannon Street, London. Sold everywhere.

P. Wigham-Richardson & Co., Ltd.

85, GRACECHURCH STREET, LONDON, E.C.3.

CABLE ADDRESS: "ARMA DOREX," LONDON. CORRESPONDENTS: COMPLETE FIREARMS CO., SOUTH. WATERLOO, A.E.C., A.L. WESTERN UNION.

Insurance Brokers, Coal Contractors, Brokers for the Chartering Sale. Purchase and Construction of Steamers, are open to represent firms desiring business effected in the London Market.

WHAT IS THE CONDITION OF YOUR HAIR?

Adopt the Popular Beneficial "Harlene Hair-Drill."

1,000,000 Hair-Growing and Hair-Beautifying Outfits FREE to All.

If you are worried about the condition of your hair, if it is weak, impoverished, falling out, or affected with dandruff, or overgrown, or too long, or if others (both men and women) have done, and try "Harlene Hair-Drill"—the delightful toilet exercise and untiring remedy for all hair troubles.

HERE IS THE 4-FOLD GIFT.

1. A Bottle of "Harlene," the true liquid food for the hair, which stimulates it to new growth. 2. A Packet of "Harlene" Shampoo Powder, which cleanses the scalp and hair, and removes dandruff. 3. A Packet of "Harlene" Cream, which gives a final touch of beauty to the hair, and is specially beneficial to those whose scalp is inclined to be itchy. 4. A Copy of the new edition of the "Harlene" Manual, giving complete instructions.

And this is the method of "Harlene Hair-Drill." First cleanse the scalp with a refreshing Cream Shampoo, and then apply the "Harlene" Shampoo Powder. This removes most effectively all dust, dirt, grease, and other excessive accumulations from the hair and scalp, leaving it fresh, cool, and thoroughly cleansed.

Then apply "Harlene," the wonderful hair tonic and food. Sprinkle it into the hair, and gently rub the scalp with your fingertips according to the scientific simple instructions contained in the "Harlene" Manual. This nourishes the hair roots, and thus improves its growth and health condition.

Finally, add a few drops of the delightfully fragrant "Harlene" to give the hair a healthy, glossy finish.

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OUTLER, PALMER & CO.'S

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

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MOTHER Seigels Syrup

To prevent or remove Indigestion, it is necessary that stomach, liver and bowels—the principal organs of digestion—do their work naturally and efficiently. Mother Seigel's

REMOVES INDIGESTION

Syrup will help them to do this by toning, strengthening and stimulating them to healthy activity. Try the effect of a few doses after meals and note the improvement in your general health.

THE SWAN FOUNTAIN PEN,

DEFIES HEAT

ILLUSTRATED CATALOGUE

FREE.

Its perfect fit and scientific construction preventing that annoying clogging and evaporation of the ink which attends the use of the old-fashioned dip pen or the cheap and nasty type of fountain pen. The "Swan" has a perfect ink-drip, is fitted with a gold nibidium tipped, does not leak, and is easily filled, and cleaned.



SOLD BY ALL JEWELLERS, STATIONERS AND IMPORTERS.
MABIE, TODD & Co.,
Manufacturers, LONDON.

It's just as easy to say

JOHNNIE WALKER

as to say "Whisky"
— and much safer

Don't take risks!

When you specify "Johnnie Walker" you get the whisky with the small label and the big reputation.

Guaranteed same Quality throughout the World.

JOHNNIE WALKER
"White" Label, Over 6 years old.
JOHNNIE WALKER
"Red" Label, Over 10 years old.
JOHNNIE WALKER
"Black" Label, Over 12 years old.

To safeguard these ages our policy for the future is the policy of the past. First and foremost, to see that the margin of stocks even sales is always large enough to maintain our unique quality.

To be obtained from the Sole Agents for China:
CALDER, MACGREGOR & CO.,
Hongkong, Canton, Shanghai, Tientsin, Peking, etc.

JOHN WALKER & SONS LTD.
Scottish Whisky Distillers,
Glasgow, Scotland.

Viyella

the famous BRITISH washing-material

for making-up
BLOUSES, UNDERCLOTHING,
SHIRTS, PYJAMAS, and
CHILDREN'S GARMENTS.

Delightfully soft, very durable, rich in appearance, does not shrink. Insist on seeing the label on the selvage, or name on garment.

DAY & NIGHT WEAR

FLYING WITHOUT WINGS?

FUTURE OF THE HELICOPTER.

Major W. T. Blake writes to a London paper:—
For some days much has been heard of a new type of aeroplane which is being perfected near London. The novelty of this machine is that it is said to depart from ordinary design and possess the power of vertical ascent and descent. It would therefore be capable of landing in any space large enough to take the span of the wings.

If this report be true, though so far little has been heard of a definite nature the invention will go far to revolutionise flying, one factor which retards the development of commercial aviation that is the large space required for landing purposes being at once removed. With the development of a helicopter, machines could land and rise from any flat-roofed house, and the necessity of having aerodromes miles away from large towns, with the consequent delay, would be done away with.

Probably the introduction of a reliable helicopter would do more to popularise civil aviation than any other invention, for it is the question of garage and landing which perhaps more than anything else will deter the civilian from taking up flying as a means of pleasure and easy locomotion. With a machine able to land on the roof of one's dwelling aviation would boom suddenly.

One great objection, from some viewpoints to incorporating a helicopter with an aeroplane of the present type would be the reduction of speed involved by the extra weight and head resistance of the machinery carried. For the ordinary civilian, looking for a safe and easy method of flight in which ten miles an hour less is not of great importance, this would not be a serious objection.

It may be worth while to consider the difficulty which the helicopter enthusiast has before him. Apart from any difficulties which may arise when a machine has been produced, the one great fact which has been of consideration is the question of friction.

WHAT A HELICOPTER IS.
A helicopter may roughly be described as a horizontal fan, which when set in motion, would tend to fly upwards, carrying any attachments with it. It is on exactly the same principle as the air-screw now used to propel the aeroplane in a horizontal direction.

The chief difference is the direction of the path of flight. To produce a machine capable of lifting its own weight and a certain amount of additional weight in a vertical direction is comparatively easy but, when one considers that the helicopter is revolving at a tremendous speed and is of necessity attached to the part being lifted, it is not hard to realise that after a very short interval the attachments will begin to revolve also, owing to the friction of the connecting shaft revolving in its socket or whatever form of attachment has been adopted. If this difficulty has been overcome then a tremendous stride has been made in aeronautical engineering.

Other difficulties of the helicopter are the immense power required to lift vertically the present weights carried upwards at an angle by the type of machine now in use. Not only does vertical lift require more power than an inclined lift, but, with the present type of aeroplanes with huge wing surfaces, the head resistance would be enormous—too enormous to make the helicopter of much value. Here the need for further developing the idea comes into force.

If the helicopter trouble has been satisfactorily dealt with there is no apparent reason why the planes should not be greatly diminished. This would greatly reduce the head resistance during ascent, and, also, to a lesser degree, when the machine was flying in a horizontal path, thus partly compensating for the extra resistance due to the helicopter itself.

When a perfectly reliable engine (in order to obviate the danger of a forced landing) is manufactured—possibly the use of several power units might solve the difficulty—there appears to be no reason why the wings should not vanish altogether. Then at once the whole question of head resistance would be solved. The machine would ascend rapidly and descend at a speed governed by the revolutions of the helicopter. Owing to the absence of planes, the aeroplane would resemble an aerial torpedo, and should be capable of immense speed. Should one, or even two, of the engines cut out, the power of the remaining units should be sufficient to ensure a safe landing.

Before the reader dismisses the idea with a smile it may be worth while to mention that one aeroplane, the Conda biplane, has already been designed to fly without a propeller, a small turbine taking its place and propelling the machine by the backward draught of air. A well-known engineer, Mr. James Keith, has also patented an idea, similar in many ways to the ordinarily accepted idea of a helicopter, by means of which he proposes to "handle" that air with fans, thus producing powerful air currents which will force the machine vertically upwards and also in a horizontal direction when required.

Though at present the helicopter is regarded rather as the child of cranks the day may not be far distant when it will be a very large extent revolutionise aircraft design.

VON TIRPITZ'S APOLOGIA.

Admiral von Tirpitz's memoirs will appear shortly. The Admiral writes in the preface: "It seems to me a duty now to record my recollections, because I can give a proof that our old State edifice was not decayed and antiquated, but was fully capable of development, and that, furthermore, the political legend of a ruthless autocracy and a jingoist military caste having started the war is absolutely untrue. The Kaiser, in particular, did not will the war, he rather did his best to prevent it after he had recognised the danger. The war arose through a concatenation of unfavourable circumstances, and, owing to the fact that personalities were then in office who did not master such a difficult situation."

BOSTOCK'S ROYAL ITALIAN CIRCUS KOWLOON

THE RESORT OF THE ELITE GRAND MATINEE (TO-DAY)

Saturday, at 5 p.m.

TO-NIGHT at 9.15.

THE IDEAL FAMILY ENTERTAINMENT
("Daily Telegraph", London.)

Special Performance—Sunday Evening 9.15

Children and Military half-price to MATINEES ONLY.

Book at MOUTRIE'S.

CORONET THEATRE

The
Cool and Comfortable
little house where they show
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begs to remind you that

TO-NIGHT AND TO-MORROW NIGHT
5.15 & 9.15 p.m. 6 & 9.15 p.m.

THE LAST TWO NIGHTS

the big 6 part WILLIAM FOX production

"BLAZING LOVE"

featuring

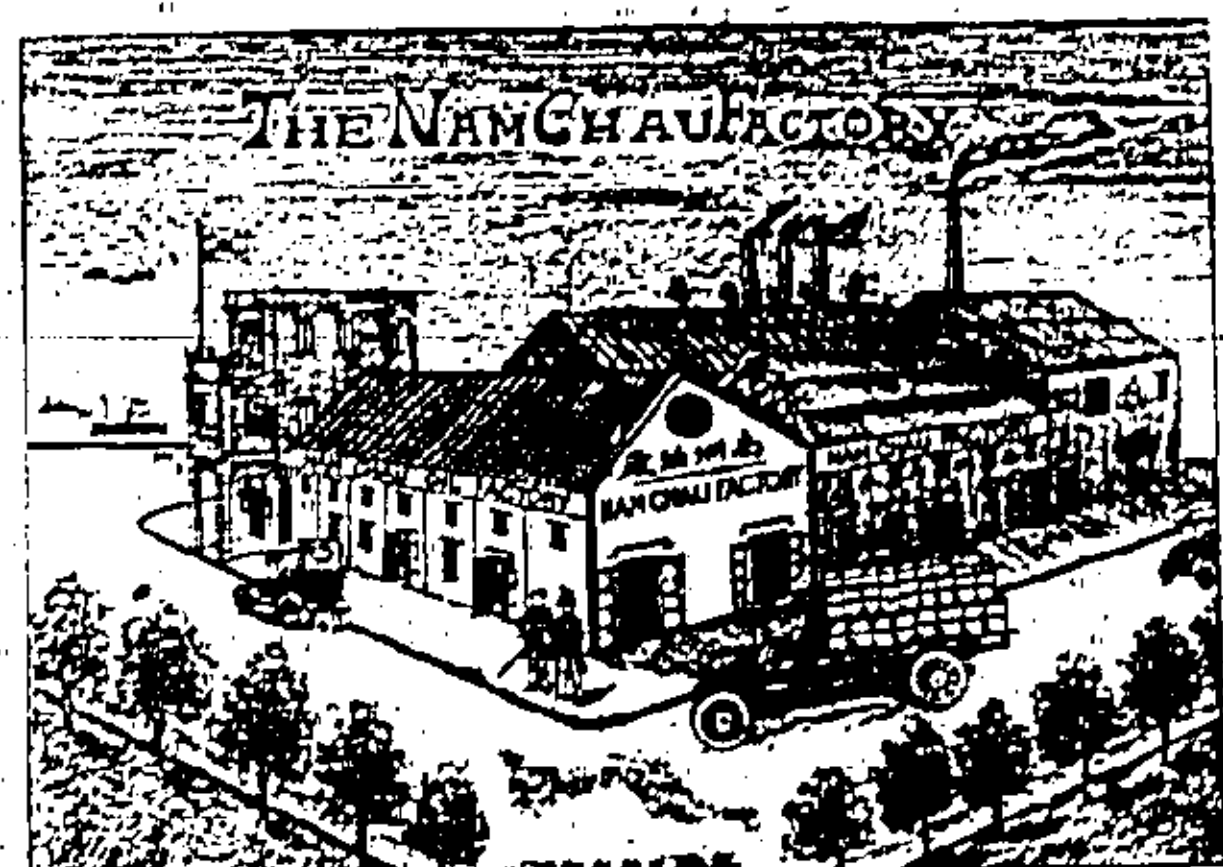
VIRGINIA PEARSON

Also that

MACK SENNET'S MASTERPIECE

"MICKEY"

will be shown on Monday next.



IMPORTANT NOTICE.

IN Manufactures the most Important Point is Improvement, and in Dietetics, Cleanliness. Science always insists on these Maxims.
Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when Slightly Dirty is injurious to health.
In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.
Our Machinery during the Process Filters the Oil, while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with other Oils used for Culinary purposes; there is no residue.
Prices are moderate so as to induce new business.
Analysis is always given before Shipment to Foreign Countries.

NAM CHAU OIL FACTORY.

Office:—No. 23, Connaught Road West, HONGKONG.

WISEMAN'S

delicious
ICE CREAM
in various flavours
can be sent out ready for serving
for
PICNIC
TIFFIN

DINNER PARTIES

From \$2.00 Per quart.

TELEPHONE 407.

D. M. GOODALL,

MANAGER.

LONDON SELLING AGENTS

TEA INDIGO Sold on com-
MISSION in British
and Continental
Markets.
RUBBER, DRUGS, Samples valued.
COTTON, WOOL, Best ports for
GUNS, AND consignments in-
GENERAL PRODUCE. dicated.

KEYMER, SON & CO.,

(Import Dept.) Whitefriars, London.

Telegrams: "Keymer, London" Est. 1844.

HALF A CENTURY REPUTATIONS
DR. LECLERC'S PILLS FOR THE
LIVER & KIDNEYS
Invaluable for diseases of these important organs.
Gravel, Pains in the Back, Gout, Rheumatism, An-
Piles, Sc., leading Chemists, or post free. DR. LE-
CLERC MED. CO., HAYESBROOK ROAD, N.W.,
LONDON, ENGLAND. DEPOTS: Paris, 12, Rue
Cassiniere; New York, 20, BROADWAY; BRISBANE,
TORONTO, KILGORE, LIND, AUSTRALIA, ELLIOT BROS.,
Sydney and Brisbane; NEW ZEALAND DRUG CO.,
Ltd., Auckland, Christchurch, Dunedin, Wellin-
ton; India, B. K. PAUL & Co., Calcutta.

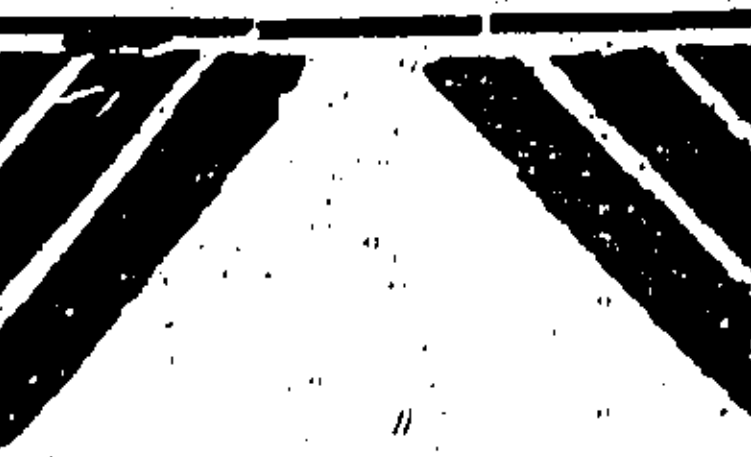


Make
YOUR
HAIR
beautiful

Nature intended your hair to be beautiful. When the natural oil which protects and beautifies the hair is deficient, it must be supplemented. Otherwise the hair will become dull, dry, and brittle; it will fall out at the ends and prematurely fall out. If you wish to make it beautiful, you must rub into the scalp

ROWLAND'S MACASSAR OIL

which flows quickly to the roots and affords the replacement essential to the growth of luxuriant hair. Prepared in a golden tint for fair hair. &
Sold by Stores, Chemists, Hairdressers, or ROWLANDS, 67, HATTON GARDEN, LONDON. Great care must be taken to ask for Rowland's Macassar Oil, and avoid cheap, spurious imitations.



No office needed by those who own

CORONA

The Famous Writing Machine

Come in and learn what it will do for you.

ALEX. ROSS & CO.,

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PITTSBURGH STEEL CO.

Established Building NEW YORK, U.S.A.

Manufacturers of

PERFECT WIRE NAILS

Barbed Wire and other STEEL and WIRE PRODUCTS



BEEHAMS la-rola

YOUR SKIN AND COMPLEXION

can be kept in a Perfect Condition all the year round by a regular use of Beehams' La-rola. It thoroughly cleanses all Pimples, Redness, Freckles, Irritation, and is delightfully soothing and refreshing to the skin. Of all the best skin chemicals and soaps, Beehams' La-rola is the most perfect. M. BEEHAM & SON, CHELTENHAM, ENGLAND.

SHIPPING NEWS

ARRIVALS

June 19th.
Chong Maru, Japanese str., 331 tons, Capt. Ikeda, from Hongkong, which port she left on June 16th, with a cargo of coal.—M.B.K.
Kong Maru, Japanese str., 339 tons, Capt. Umetani, from Kaitung, which port she left on June 16th, with a general cargo.—O.S.K.
Singapore, British str., 1,945 tons, Capt. Gibbs, from Canton, with a general cargo.—B. & S.
 June 20th.
Benning, Dutch str., 271 tons, Capt. Horner, from Singapore, which port she left on June 19th.—Asiatic Petroleum Co.
Chong Choo, British str., 1,193 tons, Capt. Doyle, from Whau, which port she left on June 19th, with a cargo of rice.—Shewan, Tomes & Co.
Chong Sang, British str., 1,424 tons, Capt. Brewer, from Shanghai, with a general cargo.—J. M. & Co.
Dain Maru, Japanese str., 1,480 tons, Capt. Ishizuka, from Karatsu, which port she left on June 19th, with a cargo of coal.—M.S.K.
Empress of Japan, British str., 3,039 tons, Capt. Hopcroft, from Vancouver, which port she left on May 29th, with a general cargo.—C.P.O.S.
Huimun, British str., 841 tons, Capt. Page, from Wuhu, which port she left on June 19th, with a cargo of rice.—Carmichael & Clarke.
Hong Kong, British str., 950 tons, Capt. Tonkin, from Canton, with ballast.—B. & S.
Hornhall, British str., 1,507 tons, Capt. Dolton, from Balikpapan, which port she left on June 16th, with a cargo of oil.—Asiatic Petroleum Co.
Hutchins, British str., 1,215 tons, Capt. Shams, from Ching Wan Tao, with a cargo of coal.—B. & S.
Kwai Wah, Chinese str., 402 tons, Capt. Kwok Shan, from Tientsin, with a general cargo.—Wai Hong.
Nam Wah, Portuguese str., 275 tons, Capt. Costa, from Hoibow, with a general cargo.—Tai Fung.
Pakhoi, British str., 1,233 tons, Capt. Martin, from Canton, with ballast.—B. & S.
Takara Maru, Japanese str., 985 tons, Capt. Ogawa, from Canton, with ballast.—M.B.K.
Tung Shing, British str., 1,173 tons, Capt. McAlister, from Canton, with ballast.—J. M. & Co.
Tung Tai Kung, Chinese str., 401 tons, Capt. Brown, from Tientsin, which port she left on June 19th, with a general cargo.—Yuen Chong Lee.

PASSENGERS

Per s.s. *Empress of Japan*, on June 20th: Mrs. and Mrs. W. Ashdown, Mr. B. Ahmed, Mr. A. O. Baigir, Mr. W. Bakker, Mr. and Mrs. S. C. Battstone, Mr. J. Beaublat, Mr. and Mrs. W. Biers, Mr. U. Brir, Mr. T. L. Christie, Mr. D. W. Bannister, Mr. B. Cameron, Mr. L. P. Carrold, Mr. T. Draper, Mr. D. S. Douglas, Mr. G. H. Elliott, Mrs. O. L. Ellis, Mr. and Mrs. A. Flammann, Mr. S. Flosser, Mr. L. Gibbs, Mr. A. E. Gibson, Mr. and Mrs. D. S. Gubbay, Mr. R. G. Gubbay, Mrs. M. J. Gann, Miss H. Gann, Mr. E. Hildeklem, Mr. A. Honggar, Mr. C. J. Hewitt, Mr. Geo. Hogg, Mr. T. Hulten, Miss Holt, Mr. G. V. Hold, Mr. G. Ingle, Mr. Jas. Jeddah, Miss R. Judah, Mr. E. V. Larkin, Mr. D. M. Larkins, Mr. P. Lums, Mr. and Mrs. H. Lyons, Mr. S. M. Logan, Mr. M. K. Lo, Mr. E. Miller, Mr. A. McArdle, Mrs. W. A. Morgan, Mr. G. Onera, Mr. H. C. Peters, Miss C. M. Penton, Mr. and Mrs. Orsini, Mr. E. Reid, Miss I. de Rosa, Mr. and Mrs. L. D. Shannon, Mr. Snyth, Mr. and Mrs. N. Stacey, Mr. E. H. Stiel, Mr. T. E. Stockton, Mr. H. D. Swanson, Mr. J. R. Thompson, Mr. and Mrs. D. P. Shuler, Miss E. E. Toledano, Mrs. T. and Miss R. Toledano, Mr. W. P. C. Trafford, Miss R. C. Thompson, Mrs. W. Thompson, Mr. A. C. Vanston, Mr. N. Vanwyck, Mr. P. R. Wat, Mr. and Mrs. P. Weide, Mr. F. Whitely, Mr. F. J. Wevill, Mr. J. S. Wilson, Sir Edmund Walker, Miss Walker, Mr. W. M. Brandt, Mr. J. F. Brooks, Mr. H. B. Brown, Mr. J. F. Brown, Mr. A. Colvert, Mr. T. Collins, Mr. D. Deerenberg, Mr. C. Haley, Mr. I. Hopman, Mr. J. Husey, Mr. S. B. Judsen, Mr. D. Johnson, Mr. J. Kret, Mr. A. Lambert, Mr. J. Lambert, Mr. P. Loman, Mr. P. J. Pardenen, Mr. R. P. Smith, Mr. B. L. Sutherland, Miss T. Shannon, Miss M. W. Smith, Miss E. Schott, Mr. C. W. Vander Bland, Mr. J. C. Vander Schoor, Mr. J. Vander Shool, and Mr. P. J. Wilcox.

SHIPPING MOVEMENTS

The s.s. *West Munham* which is due here on or about July 1st will sail from this port about July 5th.
 The N.Y.K. s.s. *Kitano Maru* (European line) left Singapore for this port on June 18th and is expected here on June 23rd.
 The N.Y.K. s.s. *Tango Maru* (Austrian line) left Kobe for this port on June 18th and is expected here on June 24th.

REPORTED SHIPPING DISASTER AT SWATOW

A report from Swatow states that a Japanese vessel, the *Ying Sing Maru*, from Amoy, was wrecked off Swatow the other day. All the crew were drowned and the loss is believed to be very heavy as the vessel was fully loaded with valuable cargo.

CLEARANCES

June 18th.
Asosan Maru, for Bangkok.
Chang Choo, for Bangkok.
Cheong Shing, for Canton.
Chik Shing, for Haiphong.
Pak Wo, for Shanghai.
Sosha Maru, for Takao.
Sui Yung, for Canton.
Togo Maru, for Kobe.
 June 19th.
Carle Prince, for Singapore.
Giereth, for Singapore.
Hanon, for Haiphong.
Kachung Maru, for Ching Wan Tao.
Kawing, for Canton.
Mao Sang, for Saigon.
Nakki Maru, for Yokohama.
Patent, for Swatow.
Shin Chong, for Kwong Chow Wan.
Sinn Maru, for Bombay.
Standard Arrow, for San Francisco.
Tientsin, for Shanghai.
Tongshing Maru, for Yokohama.
Tyden, for Shanghai.
Wing Hung, for Kwong Chow Wan.
Wing Hoi Lee, for Kwong Chow Wan.
 June 20th.
4th Tai Tai, for Hoibow.
Chetun, for Canton.
Chekiang, for Shanghai.
Ching Choo, for Whampoa.
Euryades, for Singapore.
Hai Hong, for Foochow.
Haiman, for Canton.
Hungchow, for Wuhu.
Hui Chong, for Canton.
Innaminka, for Singapore.
Koyo Maru, for Keelung.
Kuanto Maru, for Auping.
Kwang Lee, for Shanghai.
Lok Sang, for Haiphong.
Merritt, for Manila.
Yokai, for Yokohama.
Yokai, for Shanghai.
Shenchi Maru, for Prates Island.
Sui Yung, for Shanghai.
Takara Maru, for Yawama.
Togara Maru, for Yokohama.
Tung Shing, for Hankow.
Tuen Sang, for Manila.

UNCLAIMED TELEGRAMS

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong—
 Address From
 Hu'anzhen Chongshan, Shanghai
 Kwangshing Hotel, Amoy
 Mr. Lai, c/o Chankuon, 14, Amoy
 Elgin Street, San Francisco
 Yeechong, San Francisco
 Yuen, Hongkong, Hong Kong
 Chingai, Haipang, Haipang
 Yuetang, Shanghai
 Katotokharu, c/o Yocmai, Yamaotoki
 Taling Herve, Shanghai
 Yuenang, Chongshan, Amoy
 Neehegkong Yteckee, Shanghai
 Woodchong, Shanghai
 Admiral Rodgers, Gunboat
 Generalata, Peking
 Liang Poin Wang Chungwa, Shanghai
 Co., Kobe
 Everett, Kobe
 Kariyo, Monotani, str.
 Yokohama Maru, Osaka
 Malie, Hongkong Hotel, Nara
 Yabang, Hankow
 Lamkunkai, Shanghai

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong—
 Address From
 Brandt, care Stations Hotel, Soerabaya
 Kowkon, New York
 Earle (2), Haiphong
 Fluhvel, Bonville
 Fred S. Wood, Melbourne
 Griffiths, Melbourne
 (Kamp. Motorship Asakawa, Keelung
 Maru, Anchorage, Soerabaya
 Pigeon, retransmitted from Singapore
 Pigeon, retransmitted from Singapore
 Shihakawa, London
 Stewart Elliott, Liverpool
 Toril Ahland, c/o Norwegian Consulate, Bombay
 Westelink, Palembang

CHURCH SERVICES

St. John's Cathedral, Hongkong.
 1st Sunday after Trinity, June 22nd, 1919.
 Holy Communion (7.40 a.m.) (Matins 11 a.m.)
 Responses, Psalms, Venite, Dyce, Psalms, Croton and Poland; Te Deum, Laves, Cooke and Hopkins; Benediction, Troutbeck; Hymns, 169, 34; God Save the King. N.B.—Psalms 107, verse 6, 8, 16, 18, 21, 23, 31, 32 and 43 in union; Hymn 169, verses 1 and 2 in union; Hymn 354, verses 1 and 3 in union. Litany (12 noon). Evensong (6 p.m.) Responses, Psalms, Russell; Middle Voluntary, Andante con grazia—B. Toun; Magnificat, Tallis (8th evening); Nunc Dimittis, Bimantli (29th evening); Hymns, 263, 203, 365; Voluntary, Coronation March—H. W. Vaseley. N.B.—Psalms 108, verses 2, 6 and 12 in union; Hymn 368, verses 1, 2, 6 and 7 in union; Hymn 368, verses 1, 2, 6 and 7 in union; Hymn 368, verses 1, 2, 6 and 7 in union.
 St. Peter's Church, Holy communion 8 a.m. Morning Prayer and sermon 11 a.m.
 Union Church, Kennedy Road, Sunday Services, June 22nd. Morning Service at 11 a.m., Hymns 379, 572, 352, 616. Evening Service at 8 p.m., Hymns 383, 306, 270, 264. Subject, "The Perseverance of the Saints." Preacher, Rev. J. Kirk Macdonald.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, June 19th			
	Previous On Date	On Date	Day
	Day	at	at
	at	5 a.m.	2 p.m.
Barometer	29.82	29.88	29.88
Temperature	87	83	86
Humidity	73	83	78
Wind Direction	South	SSW	South
Force	2	2	4
Waves	2	2	2
Rain	0.25	—	—
Highest open-air Temperature on 19th.	87		
Lowest open-air Temperature on 20th.	71		

P. & O. BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE ETC.

SAILINGS FOR
 Marseilles and London
 VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave HONGKONG about	Due Marseilles about	Due LONDON about
"NAGOYA"	21st Aug.	23rd Sept.	2nd Oct.
"MALTA"	4th Sept.	7th Oct.	16th Oct.
FOR			
BOMBAY VIA STRAITS & COLOMBO.			
"DUNERA"	7th July	Due BOMBAY about 25th July	
FOR			
CALCUTTA VIA STRAITS & RANGOON.			
"JAPAN"	19th July	Due CALCUTTA 15th Aug.	
FOR			
SHANGHAI MOJI KOBE, etc.			
"JAPAN"	24th June	SHANGHAI & KOBE.	
"DUNERA"	24th June, at 4 P.M.	SHANGHAI Only.	
WIRELESS ON ALL STEAMERS.			
For Passage Rates, Handbooks, Freight, etc., apply to			
MACKINNON, MACKENZIE & CO., Agents.			
22, Des Voeux Road Central HONGKONG.			

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

S.S. "WEST MUNHAM"

will be despatched on or about JULY 5th.

for SEATTLE, TACOMA & PORTLAND.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" ... About August 1st.

"WEST HEMATITE" ... August 10th.

For SEATTLE, TACOMA & PORTLAND.

"WEST CELINA" ... About August 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

Fifth Floor, HOTEL MANSIONS.

Y. K. K.



YAMASHITA

KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1...	REGULAR SERVICE FOR
NANYO MARU No. 2...	FREIGHT BETWEEN
NANYO MARU No. 3...	HONGKONG, BANGKOK
SODEGAUBA MARU...	AND OR
KYODO MARU No. 13...	SINGAPORE.
TAMON MARU No. 1...	
ASOSAN MARU...	
CHEIAN MARU...	

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,

AGENT,

TEL. 140 and 155.

TOP FLOOR, KING'S BUILDING.

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KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

YOKO, OSAKA, LONDON, NEW YORK, PARIS, BOUL, HAMB, PORT SAID, CALAIS, BAYANA, SOERABAYA, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, BANGKOK, MANILA, YOKOHAMA, SHANGHAI and TIENTSIN.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

OHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2103.

CANADIAN PACIFIC OCEAN SERVICES LIMITED

THE CANADIAN PACIFIC RAILWAY COMPANY

announce the augmentation of the present double daily train service by a third Trans-Continental train—

THE TRANS-CANADA LIMITED.

The new train will leave Vancouver

DAILY FOR MONTREAL

Connecting for all points in Eastern Canada and United States.

RUNNING TIME VANCOUVER TO MONTREAL

93.15 hours.

The "TRANS-CANADA LIMITED" will be devoted to First Class Sleeping Car passengers and will consist entirely of Compartment Observation and Standard Sleeping cars, Dining car and Baggage cars.

P. D. SUTHERLAND,

General Agent, Passenger Department.

Hongkong, June 7th, 1919.

FOR NEW YORK

BLUE FUNNEL LINE.

S.S. "EURYADES"

for NEW YORK via PANAMA, on July 5th.

For Freight and further particulars, apply to—

BUTTERFIELD & SWIRE,

Agents.

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INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"KWONGSANG" Sun.	22nd June, D'light
TIENTSIN via WEIHAIWEI & Chefoo	"CHEONGSHING" Tues.	24th June, D'light
SHANGHAI	"WINGSANG" Tues.	24th June, D'light
SHANGHAI	"CHOYANG" Tues.	24th June, D'light
STRAITS & CALCUTTA	"NAMHANG" Tues.	24th June, 3 p.m.
KOBE	"FOOHEUNG" Thurs.	28th June, 4 p.m.
MANILA	"YUENHANG" Fri.	27th June, 3 p.m.
MANILA	"YUENHANG" Fri.	4th July, 3 p.m.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through bills of lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haibow when inducement offers.

SORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datar.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to
 Telephone No. 215. JARDINE MATHESON & CO., LTD.
 General Managers.

KONINKLYKE-PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched on July 14th, 1919.

SINGAPORE, PENANG AND BELAWAN DELI.

This vessels offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574.

Agents.

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NEW ADVERTISEMENTS

WANTED.

ENGLISHWOMAN wishing to return to England in July or August would help with children in return for passage. Write Box 80. Care of "Daily Press" Office. [804]

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2-32.
FAVOURED with instructions from the Concerned,
will sell by Public Auction **T-DAY** (SATURDAY), June 21st, 1919, at 2.30 P.M.,
3 Setters (one month old).
TERMS:—Cash on Delivery.
Hongkong, June 21st, 1919.

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.
FAVOURED with instructions from the Concerned,
will sell by Public Auction **T-DAY** (SATURDAY), June 21st, 1919, at 2.30 P.M.,
as his Sales Room.
(Old Post Office Building).

EXCELLENT HOUSEHOLD FURNITURE

Comprising:—
Chesterfield Couch and Arm Chairs, Blackwood Furniture, Brass and Iron Bedsteads, Tables, Brussels Carpets and Rugs, Brass Fenders, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofas, Easy Chairs, Occasional Tables, Extension Dining Table, Bevelled Mirror Wardrobes, Hat Stand, Dining Chairs, Silver Ware Cabinet, Teak Bookcase, Dinner Crockery, Glassware, Ornamental Pictures, Curtains, Bed Sheets, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Toilet Sets, Electric Reading Lamps, Cabinets, Sideboards and a long line of Sundries.
Catalogues will be issued.
TERMS:—Cash on Delivery.
Hongkong, June 19th, 1919. [248]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **MONDAY, the 23rd day of June, 1919, at 2 P.M.** at the Office of the **PUBLIC WORKS DEPARTMENT**, by Order of His Excellency the Officer Administering the Government, of One Lot of **CROWN LAND** at Kennedy Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary	Area	Frontage	Depth	Area	Frontage	Depth	Area	Frontage	Depth	Area
1	Lot 1, Block 1, Kennedy Road	1/2	10	10	1/2	10	10	1/2	10	10	1/2
2	Lot 2, Block 1, Kennedy Road	1/2	10	10	1/2	10	10	1/2	10	10	1/2
3	Lot 3, Block 1, Kennedy Road	1/2	10	10	1/2	10	10	1/2	10	10	1/2

A. S. WATSON & COMPANY, LTD.

NOTICE.

On and after 1st JULY next, the hours of business will be as follows:—
GENERAL STORES 9.30 A.M. to 6 P.M.
WINE DEPARTMENT (Sundays 8.30 A.M. to 1 P.M.)
WAREHOUSE 9.30 A.M. to 6 P.M.
DISPENSING DEPARTMENT 8.30 A.M. to 8 P.M. (including Saturdays)
Sundays 10 A.M. to 1 P.M.
8 P.M. to 7.30 P.M.

Such Public holidays as are observed by us, same hours as on Sundays.
No Medicines can be obtained after closing hours, as above.

A. S. WATSON & CO., LTD.
Hongkong, June 4th, 1919. [249]

NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the **PASSE OFFICE, POST OFFICE BUILDING**.
Applicants will be required to produce Passports or identification papers.
All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the **REGISTRATION OF PERSONS ORDINANCE, 1916**.
Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.

K WONG FAT.
NEWLY ESTABLISHED.

Dealers in
ALL kinds of IVORY, SANDALWOOD, MOTHER-OF-PERL and SILVER WARE, WHOLESALE AND RETAIL.
37, Queen's Road, CENTRAL, HONGKONG. [215]

INTIMATIONS

VICTORIA DISPENSARY.
NOTICE.

THE BUSINESS hitherto conducted by the above Pharmacy at 23, Queen's Road Central, has been transferred to **A. S. WATSON & CO., LTD.**, the Hongkong Dispensary, who have taken over the stocks, proprietary medicines and prescription books.
Customers requiring prescriptions repeated will be able to get them dispensed at the Hongkong Dispensary.
F. W. STAPLETON,
Manager.
Hongkong, June 16th, 1919. [333]

NOTICE.

WE HAVE THIS DAY REMOVED from 13 Queen's Road Central (under the Astor House) to No. 17A, QUEEN'S ROAD CENTRAL (i.e. 2 shops next to Astor House). This store's Telephone No. is 2907.
SANG MOW.
Rattan Furniture Store.
Hongkong, June 17th, 1919. [332]

NOTICE OF REMOVAL.

SUN MAN WOO CO. Shipchangers, Naval Contractors and General Providers, have this day REMOVED from Nos. 18 & 19, Connaught Road Central to their new premises at Nos. 99 & 101, DES VŒUX ROAD CENT. (opposite to west corner of the Central Market) Telephone 309.
Hongkong, May 26th, 1919. [302]

TO LET (FURNISHED).

STOKES BUNGALOW 85, THE PEAK for six months from the middle of August.
Apply to—
W. MANNING.
Care of Box No. 388. [388]

TO BE LET FURNISHED.

From July 1st.
NO. 7, MOUNTAIN VIEW, THE PEAK.
Apply to—
W. L. PATTERSON,
GILMAN & CO., LTD.,
84, Des Vœux Road Central. [797]

TO LET (UNFURNISHED).

NO. 10, MOUNTAIN VIEW, PEAK from June 1st, 1919, in excellent condition.
Address—
"A. B."
Care of "Daily Press" Office. [669]

TO LET.

NO. 102, THE PEAK, 6-Roomed House at the Peak.
Apply to—
PERCY SMITH SETH & FLEMING
[532]

TO LET.

A FLAT in Nathan Road, Kowloon
FURNISHED for 12 months. No. 87, THE PEAK (No. 1 Stewart Terrace) containing 3 Bedrooms and Bathrooms, Hot and Cold Water, Drying room, Dining Room, Drawing Room, Sitting Room and Usual Offices and Servants' Quarters, also Large Garden.
Possession July 15th.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings 81.

THE PEAK.

FOR SALE A FIVE-ROOMED Residence.
For particulars apply to—
"X.Y.Z."
Care of "Daily Press" Office. [424]

WAI KEE.

FLAG AND SAILMAKER.
No. 129, Des Vœux Road Central, Top Floor.
HONGKONG.
Telephone No. 1833. [75]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR **BAVIA, AMERICA, COSMOS, ITALY, AND SOUTH AFRICA PORTS**

THE Homeward Mail Steamer carrying His Majesty's Mail, will be despatched from this port about **JULY 8th, 1919**, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, when available, secured before departure from Hongkong.
Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseille and London.
Freight will be received at the Office until 2 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, calling dates, etc., apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
P. O. B. N. Co.
Post Box 113,
55, Des Vœux Road Central, [215]

NOTICES TO CONSIGNEES

AMERICAN ASIATIC S.S. CO.
NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Steamship

"GAELIC PRINCE."

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports Hongkong, before Bills of Lading can be countersigned.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on **FRIDAY, June 20th, 1919, at 10 A.M.**

All Claims must be presented within **FIFTEEN DAYS** of the Steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after **June 23rd, 1919**, will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by **SHEWAN, TOMES & CO.,** Agents.
Hongkong, June 16th, 1919. [385]

NOTICE TO CONSIGNEES.

S.S. "CHEKIANG"

Arrived Hongkong on June 18th, 1919, FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Options Goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DONALD, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.
MACKINNON, MACKENZIE & CO.,
Agents,
P. O. B. N. Co. & "APOLLO" Office.
Hongkong, June 18th, 1919. [1]

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.,
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's steamer

"TYDEUS"

are hereby notified that the Cargo will be discharged into Heil's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after **June 19th.**

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after **June 25th**, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before **July 6th**, or they will not be recognized.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, June 19th, 1919. [391]

S.S. "NERA"

COMPAGNIE DES MESSEGERIES MARITIMES.
NOTICE.

In connection with above Steamer Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risk, into the Godowns and or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before **NOON T-DAY** requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 25th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 1st July, or they will not be recognized.

All damaged packages will be examined on **WEDNESDAY, the 25th inst., at 10 A.M.**
No Fire Insurance has been effected.
J. FOURTET,
Acting Agent.
Hongkong, 19th June, 1919. [2]

FRENCH LESSONS

G. MOUBISSON.

M. MONTAGNE HILL ROAD.

[21]

INTIMATION

SPARKLING MINERAL WATER.

Pyeris

Registered.

An exact reproduction of a well-

known Spa at half the price.

Blends perfectly with Spirits,

especially Whisky.

A. S. WATSON & CO., LIMITED.

ERATED WATER MANUFACTURERS

TEL. 438.

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

Hongkong, June 21st, 1919.

A NATIONAL AWAKENING.

It would seem as if China were really undergoing a national awakening. Tsai Ai's revolution, which frustrated YUAN SHIH-KAI's imperial ambition, was characterised at its inception as a movement which would shake China to its very foundations, and it did. The structure still stands, but its stability has not been improved by that and subsequent experiences. Yet, to change the simile, the nation, notwithstanding its dissensions and misfortunes, is more united than it has been before. The differences between North and South seem to be forgotten in the growing sense of wrong which is carrying the people on the tide of agitation against Japan and the Japanese, and leading them to the expression of a nationalism which has not been very pronounced during the past quinquennium.

The prognostication was true which declared that the Peking students, in attacking Tsao Ju-tin's house on May 30th and forcing the Minister to flee for his life to the Legation Quarter, had lit a torch which would set all China afire. The movement lacked direction at the outset, for it was spontaneous, but, whether organised from within by youthful patriots or without by self-seeking politicians, it soon gathered force until it became a power threatening the present Government and all that supports it. At first the students' organisation was composed of students of schools or colleges above middle schools, but the younger boys did not relish being left out of the movement, and they contributed their weight and their youthful enthusiasm to a cause which gained adherents every day.

Girl students, also, became associated with it—at least in Peking. Unfortunately for the Government, instead of permitting the students to hold meetings in the streets the Police attempted to suppress

them, and it was reported that TSAN CHU-SHI—who though not in the Government is still of it counselled strong measures. When this became known it roused the indignation of the students, who violently declared that they were not robbers or traitors, and insisted upon the right of freedom of speech. The Government gave way, ordered the arrested students to be released, and allowed the street meetings to be resumed provided obstruction to traffic was avoided. This moral victory of the students was followed by the demand for an apology for the arrest of their comrades, and even this was forthcoming.

Of course, the students could not have achieved such success unaided. Had not the merchants and bankers and others in Shanghai shown their sympathy by announcing a boycott of Japanese goods and by closing their places of business, the authorities would not have been impressed, but when the lead given by Shanghai was followed by other cities in the South and along the Yangtze, as well as in the North, the Government seemed to see the handwriting on the wall. At any rate, they accepted the resignation of TAO JU-TIN, the Minister of Communications; LU CHUNG-YU, Director of the much-criticised Currency Bureau; and CHANG TSUNG-SHANG, Minister to Tokyo. These three are denounced as "the national selling thieves" by the students, and they are the objects of the deepest resentment.

When the Government became alarmed at the suspension of business in Shanghai, which involved awkward consequences for Peking in the stoppage of remittances, the President, Premier and Cabinet tendered their resignations to Parliament. Neither the House of Representatives nor the Senate, however, would take the responsibility of accepting these, and their refusal to do so, combined with the appeals from the Provinces to the President to remain in office, may have the effect of a vote of confidence in His Excellency and strengthen his hands in combating the Tachunates, which is still all powerful but may bow to the force of public opinion as now being expressed. Indeed, it is not difficult to imagine that present events may hasten the long-delayed settlement of the differences between North and South, and effect a reunion which seemed to be beyond the scope of the politicians who spent so much time in conference at Shanghai to so little purpose.

Six cases (four deaths) of bubonic plague and one case (one death) of puerperal fever were reported in the Colony on Thursday.

The dead body of an unknown Chinese male, aged about 50 years, has been found by the Police in Coronation Road, hanging to a tree by a rope round the neck.

Sir Edmund Walker, head of the Commercial Bank of Canada, and Miss Walker arrived in Hongkong yesterday by the *Empress of Japan* on a short visit to the Colony.

Mr. J. F. Chubb, of Messrs. Shewan, Tomes & Co., who returned to the Colony on the *Tydeus* after war service, is shortly to proceed to Tientsin, to which branch he has been transferred.

No light has been shed on what form the Hongkong peace celebrations are to take. An executive meeting is to be held next week for the purpose of approving a programme which has been drawn up.

Commander Walker, R.N., who arrived in Hongkong on the *Tydeus*, takes over command of the *Cadmus*. Commander F. M. Hodgson, who also arrived on the same steamer, takes over from Commander Myburgh.

Among Hongkong residents who arrived in the Colony yesterday on the *Empress of Japan* were Mr. and Mrs. D. S. Gubbay, Mr. R. A. Gubbay, Mr. Geo. Hogg, Mr. James Judah and Miss Judah, and Mr. M. K. Lo.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the hospitals:—\$25 each from Mr. M. Rumjahn and Messrs. J. M. Alves & Co.

A small fire broke out yesterday morning in the first floor of No. 149, Des Vœux Road West, used for the storage of bamboo. The Fire Brigade extinguished the outbreak in ten minutes. Very little damage was done. The origin of the fire is not known.

During the hot weather, Saturday matinees at the Coronet will be at 5.15 p.m. instead of 4.30 p.m.

Much to the disappointment of local residents, the *Empress of Japan*, which arrived yesterday from Vancouver, did not bring the Home mails, as expected. According to a person entitled to express an opinion, this can only be due to the "inability" of the Postal authorities at Home.

A Chinese stone-keeper, employed by Messrs. Gierin, Droyard & Co., was fined \$25 by Mr. R. O. Hutchison, at the Magistrate's Court, yesterday, for causing an obstruction. He engaged two coolies to carry some iron plate to a godown on the Praya and, on the way, the coolies dropped a plate on the tramlines causing a stoppage of the trams for several minutes.

Mr. Leo Longinotto, Assistant Crown Solicitor, who is an enthusiastic and successful poultry breeder, discovered the several of his fowls had been stolen from the Victoria Experimental Farm and detailed two Chinese to keep watch. Early yesterday morning, the Chinese were found peeping into the fowl yard, and an attempt was made to arrest them. One escaped, but the other was so fortunate, for he was seized after long chase. (Charged as the Magistrate yesterday with attempted stealing a fowl fencer was sentenced to two weeks' hard labour.

TYPHOON WARNING.

The following telegram has received by the American Consul General, Hongkong, from the Meteorological Observatory:—

June 19th, 8 p.m.

Typhoon E. of Luzon more than miles distant, direction unknown.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

CHINA'S TROUBLES.

THE JAPANESE POINT OF VIEW.

LONDON, JUNE

Reuter learns from a Japanese source that the Japanese Government considers the situation in China not serious. The recent disturbances are the work of untrained people, and are largely the result of differences between the North and the South of China. The Chinese Government is vigorously suppressing the movement.

The Japanese and Chinese Governments are working in complete unison. Vow have already been exchanged as regards the return of Kiao-chau. Japan has promised to China that she will return territory formerly leased to Germany, and taken during war time, immediately peace is signed.

In the meanwhile, Japan is abstaining from assisting either the Northern or the Southern Chinese. Consequently, some irritation has arisen among the Northerners, owing to the cessation of Japanese help.

Japan is convinced that the disturbances will cease on the signing of peace.

The despatch of Japanese warships is not against the Chinese; but is merely a measure adopted for the protection of Japan's nationals.

ANOTHER VISIT FROM A TIGER.

WORSHIPPERS IN KOWLOON CITY RECEIVE A SHOCK.

A report was in circulation, yesterday, that a full-grown tiger was seen in Kowloon City on Thursday afternoon.

A number of Chinese were worshipping in a temple when they were startled by seeing a tiger standing outside the door. They fled immediately, escaping by the backyard, and, on gaining safety, raised an alarm. The noise thus created evidently disconcerted the tiger, which scampered off to the hill-side, leaving no traces behind it other than a few paw marks.

Several sportsmen and a couple of constables armed themselves with guns and scoured the hill-side in the hope of discovering the animal's lair, but they were unsuccessful, though beaters busied themselves about every bush and hedge, and amongst the undergrowth and rocks.

This tiger is said to have been the cause of a considerable amount of damage in Kowloon City, carrying off poultry, cows and goats, and destroying vegetable

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to RHURA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to RHURA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

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or to REISS & Co., Canton.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
HONGKONG, PAKHOI and HAIPHONG	"KAIFONG"	On 22nd June, D'light.
SHANGHAI & TSINGTAO	"KWANGSE"	On 22nd June, D'light.
MANILA, CEBU & ILOILO	"TAMING"	On 23rd June, 3 p.m.
SWATOW and BANGKOK	"CHUSAN"	On 24th June, 11 a.m.
SWATOW and SINGAPORE	"HUPEE"	On 24th June, 11 a.m.
SHANGHAI	"TEAN"	On 24th June, Noon.
WHAICHAI, CHEFOO, & TIENTSIN	"HUCHOW"	On 26th June, Noon.
SHANGHAI	"SUNNING"	On 26th June, Noon.
NEWCHWANG	"KANSU"	On 3rd July, 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Japanese and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

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TELEPHONE 36

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 8 to 10 Days).

"QUINNEBAUG" Capt. J. Medina	... TUESDAY,	24th June, at 11 a.m.
"HAITAN" ... Capt. A. H. Stewart	... FRIDAY,	27th June, at 1 p.m.
"HAIPHONG" ... Capt. J. W. Evans	... TUESDAY,	1st July, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PACIFIC MAIL S.S. CO.

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OPERATING THE NEW FIRST-CLASS STEAMERS
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14,000 tons each.

HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.
THE SUREST ROUTE.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

R.R. "ECUADOR"	July 16th, 1919.
R.R. "COLOMBIA"	Aug. 13th, 1919.
R.R. "VENEZUELA"	Sept. 10th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Orphan, and the attendance on passengers cannot be surpassed.

There are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC COAST SERVICE, LTD.

For further information rates, literature, schedules, etc., apply to

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(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at MARSEILLES about	Due at LONDON about
NAGOYA	21st Aug.	23rd Sept.	2nd Oct.
MALTA	1st Sept.	7th Oct.	16th Oct.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due at BOMBAY about
DUNERA	7th July	25th July

FOR

CALCUTTA VIA STRAITS & RANGOON.

JAPAN 19th July | 13th Aug.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI & KOBE
JAPAN	24th June	SHANGHAI Only.
DUNERA	24th June, at 4 p.m.	SHANGHAI Only.

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage, Fare, Freight, Handbooks, etc., apply to
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Agents.

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N. Y. K.

NIPPON YUSEN KAISHA.

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SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

FUSHIMI MARU	Sunday, 22nd June, at 11 a.m.
KATORI MARU (calling Manila)	Sunday, 17th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

TAMBA MARU	Friday, 27th June, at Noon.
MISHIMA MARU	Friday, 11th July, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	Wednesday, 25th June, at 11 a.m.
NIKKO MARU	Wednesday, 23rd July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYAMA MARU	Tuesday, 15th July.
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BOMBAY & COLOMBO via Singapore.

SHINRYU MARU	Beginning of July.
TENSHIN MARU	Middle of July.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU	Saturday, 28th June.
CALCUTTA MARU	Saturday, 19th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU	Saturday, 19th July, at 11 a.m.
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SHANGHAI, KOBE & YOKOHAMA.

KITANO MARU	Tuesday, 24th June, at 11 a.m.
SHIMBU MARU	Saturday, 28th June.
INABA MARU	Friday, 11th July, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 29

Y. YASUDA, Manager.

TOYO KISEN KAISHA.

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via SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	June 25th.
NIPPON MARU	11,000	July 7th.
TENYO MARU	22,000	July 20th.
SIBERIA MARU	20,000	July 23th.
SHINYU MARU	22,000	Aug. 13th.

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HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARIKA, and IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,800	July, 14th.
KIYO MARU	18,500	Sept. 10th.
KIYO MARU	14,000	Nov. 4th.

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King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 22,000	On or about 24th July.
	"PAUL LECAT" 22,000	On or about 18th Aug.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOUIL, SUEZ, PORT SAID	"NERA" 10,000	On or about 19th July.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET,
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Queen's Building,

TELEPHONE 740.

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OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"ANDES MARU" Tuesday, 24th June.

"AMAZON MARU" End of July.

Call Marseilles.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"SAIGON MARU" Thursday, 10th July.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.

"HAWAII MARU" Wednesday, 25th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU" Thursday, 10th July.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"KORSO MARU" Wednesday, 9th July.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"MEXICO MARU" Saturday, 28th June.

HAIPHONG—Three times a Month service.

"DAITOKU MARU" Saturday, 28th June.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.

"SOSHU MARU" Thursday, 3rd July, at 8 a.m.

For KEELUNG via SWATOW AND AMOY.

"AMAKUSA MARU" Monday, 23rd June, at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA,
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Tel. No. 744 and 745.

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via SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" Aug. 18th, 1919.

"CHINA" July 2nd, 1919.

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